THE NORTH CAROLINA STANDARD IS PUBLISHED WEEKLY, BY WILLIAM W. HOLDEN, EDITOR AND PROPRIETOR.

THE NORTH CAROLINA STANDARD is published week at Three Dollars per annum, payable in advance. In no instance will the paper be sent, unless the money for the same shall accompany the order. Subscribers, and others, who may wish to send money to the Editor, can do so at all times, by Mail and at his risk. Receipts for all sums will be promptly transmitted.

each subsequent insertion; those of greater length in pro-portion. Court Orders and Judicial Advertisements will be charged twenty-five per cent. higher than the above rates. A reasonable deduction will be made to those who Letters to the Editor must come free of postage.

NORTH CAROLINA STANDARD

RALEIGH:

SATURDAY, DECEMBER 23, 1849.

INTERNAL IMPROVEMENTS. We conclude this week, the series of letters ad-

dressed by a gentleman in the West to his friend in this City, on the subject of Internal Improvements. These letters are characterized by much ability, and we bespeak for them the attentive consideration of our readers:

DEAR SIR: In the letter which I addressed you a few days ago, I promised to examine the question of location. The question of location is always the difficult, the exciting, and the important one whenever a Railroad is proposed to be built. The reason is obvious-local interests conflict. What the friends selfish feeling as much as possible, and take a liberal and enlightened view of the whole ground. In point. Charlotte is the terminus of the Charlotte and the starting point of the continuation. The question tant considerations.

following are the three principal ones spoken of: 1. From Charlotte, crossing the Yadkin at the economy at defiance. Flat Swamp Shoals, thence "through a part of Davidson, Montgomery, and Moore Counties, to Fayture of "Yadkin."

2. From Charlotte to Salisbury-thence, over the nearest and best ground, to Danville. This route, as a matter of course, is desired by the Richmond and Danville Railroad Company.

3. From Charlotte to Salisbury-same as No. 2thence along a line running parallel with the western boundary of the great Slate formation, keeping off from it far enough to avoid its inequalities of surface, and to insure good ground for the location, centinuing until it reaches the Raleigh and Gaston Railroad, either at Henderson or at some point nearer Raleigh. These three being the routes mostly spoken of, let

us, with what few lights we have before us, examine each in turn. First, the route No 1,-from Charlotte to Fayetteville, by way of Flat Swamp Shoals, and thence to Raleigh.

Charlotte is situated a few miles west of the broken, rocky range of country, which in my preceding letter I described as the great Slate formation, and Moore County is east of it. Hence, the route proposed, (No. 1.) soon after leaving Charlotte, would enter the Slate range, and pass diagonally through it, encountering, as it goes, hills and mountains, stony knobs, and rocky ravines-crossing large and small streams, without any regard whatever to their general direction. The objections to this route are-

1st. It would pass through, for many miles, the most broken range of country in all North Carolina, east of the mountains, the most uneven surface, and the hardest ground to grade. To construct a Railroad along this route would require more money than the citizens or the State could easily raise. Those who form their plans from an inspection of the map alone, can conceive but a faint idea of the difficulties of this route; while those who know the country, are satisfied of its impracticability, with any means within the reach of its friends.

2nd. Even if the route was practicable, it is liable to another objection, conclusive in itself. After a Railroad is built, it must have something to sustain From Salisbury to Henderson, or some it, otherwise it will go down. Now this route, from Charlotte via Flat Swamp Shoals to Fayetteville, after it leaves Cabarrus, will pass through the least productive country in North Carolina-that is, the Slate hills, and the Sand hills. It is true there are occasional bodies of good land in the Slate range, but these bear no proportion to the unproductive parts; and scarcely this much can be said of the Sand hills. Taking in view the districts that would be cut by the Railroad, they produce very little surplus for market. The Road therefore would receive but little side support in the way of produce to be carried off, and not

But it may be supposed that the custom from the two ends would support the Road. The great productive region of the west is the ridge which I described as lying west of the Slate formation. Now Charlotte, the depot, lies in its south corner, while the great body of the country lies north and northwest from it, and would scarcely bring all its products to Charlotte. But suppose a portion of them should be brought to that place, what would then become of them? Would they be sent to Fayetteville or to Columbia? The distance to Fayetteville would be 150 miles, while the distance to Columbia would that it takes from Fayetteville to Wilmington; the charges would be less, and Charleston is a better market than Wilmington. So that this proposed

I will mention a fact that may be new to merchants their imcome. tion. Already the merchants of Salisbury, &c. begin to make calculations about the cost of the two routes to be in opgin to make calculations about the cost of the two routes. In less than twenty-four months, this will be the cost of the two routes to be usiness? be the course of trade, from and to the valley of the Yadkin. If these views be correct, it is evident that First, carrying passengers. The difference in disform and to the valley of the
Yadkin. If these views be correct, it is evident that
Yadkin. If these views be correct, it is evident that
A salitorad from Charlotte, via Flat Swamp, to Fayattentile, would be to much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentile, would not do much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentile, would not do much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentile, would not do much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentile, would not do much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentile, would not do much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentile, would not do much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentile, would not do much in the transportation of
a Railroad from Charlotte, via Flat Swamp, to Fayattentive via the Legislature, and
that quarter cannot be compared with the legislature, and
visit very little. I did not electioneer to get herevice versa, on this proposed from the Sate fills and
will assert the prospect is
effects the Danville Road viil lave on the two roads
that quarter cannot be compared with the transportation of
that quarter cannot be compared with the Legislature, and
visit very little. I did not electioneer to get herevice versa, on this proposed from the Sate fills and
will assert the representative of a free and independent comtance of the Legislature, the legislature, and
visit very little. I did not electioneer to get here
visit to proposed from the further consideration of the
visit to provements, les such improvements, les the legislature, and
visit very little. I did not electioneer to get here
visit to provement to the Sate with the
visit of the Sate than the Lagislature, and
visit very little. I did the continuo altogether, this proposed route offers no superior advantages, while it is accompanied with some serious disadvantages. Nothing but blind prejudices could

ADVERTISEMENTS not exceeding fourteen lines, will be inserted one time for one dollar, and twenty-five cents for Cape Fear interests desire it, let them get up a sep-

> for a Railroad from Salisbury to Fayetteville. What has become of this? Why did it fail? If that scheme then failed, with the State offering to take nearly one half the stock, will a less judicious one now succeed, with the State refusing to subscribe a dollar? Is the spirit of internal improvement in North Carolina any higher now than then? Are our people any richer—is money more abundant now than then? Where is the two millions of dollars to be raised that will be necessary to construct this zigzag Railroad, proposed by "Yadkin"? These are all matters to be thought of before the "substitute" should be pressed at the hazard of defeating the original. In my next I will examine the two remaining proposed routes.

DEAR SIR: You have before you my two preceding letters. In the first, I gave you a short topographical sketch of North Carolina, and marked out her geological divisions. These should be kept alof the present enterprize have to do, is to keep down ways in view when devising plans of Internal Improvement for the Western part of our State. The attempts heretofore made at Internal Improvements the present case there is no difficulty as to the starting in Western Carolina have failed, and considerable of the trade. Since, however, nature seems to have sums of money, both of individuals and the State, South Carolina Railroad, and of course it will be been foolishly expended by overlooking these impor-

November 24th, 1848.

I now propose to examine and compare the other two routes designated in my second letter as No. 2, etteville, and thence to Raleigh." This route is in- and No. 3, and to endeavor to ascertain which of the sisted on by a writer in the Standard, over the signa- two unites most advantages, and recommends itself strongest to the interest and patriotism of the State. The route No. 2, proposes to run from Charlotte via Salisbury in a North direction to Danville, Va. The route No. 3, proposes to run from Charlotte to Salisbury, thence a Northeast course parallel with

the Western edge of the State formation, to Henderson, or to some other point on the Raleigh and Gaston Railroad still nearer Raleigh. As these two routes run on the same line as far as Salisbury we may, that far, consider them as one. It is more than probable they may be extended on the same line as far as Greensborough, or to some point in Guilford county, and there fix the point of separation. However, for the present, we will take Salisbury as the place of separation, and make our observations from that point.

There are always great difficulties to be encountered in making a judicious location of a Railroad where local interests come in conflict, and where the influences of leading individuals are interposed. In locating such a work, many things have to be taken into view, and well considered : not distance alonenot simply where the best ground may be foundnot merely on which route the road can be chenpest built, but the benefits and results that will follow the

Nor is it in the nature of things that the respective results of rival roads can be fully compared until after a survey, or at least a reconnoisance shall be made of each by competent Engineers.

With this explanation, I will only make such general comparison between the two routes as known facts will permit. And first as to distance: THE DANVILLE ROUTE.

From Salisbury to Danville may be set - 100 miles down at From Danville to Richmond is stated to be 150 "

250 THE HENDERSON ROUTE. point on the Raleigh and Gaston road is 140 From Henderson to Gaston - - - 43 " Gaston to Petersburg - - 60 "
Petersburg to Richmond - - 22 "

This shows the Danville route to be 15 miles near er than the Henderson route. It may be further said in favor of the Danville route, that the ground south of Danville is probably somewhat more level than the ground south of Henderson, though the difference is not very great. But on the other hand, not a much in the way of passengers, since the country foot of the Railroad is yet built on the Danville is thinly inhabited, and contains but few of the tra- route—the 250 miles is yet to be constructed—the line is not even surveyed; while on the Henderson route, 125 miles of the road is built up and in daily operation-that is,

On the Danville route there is yet to be built On the Henderson route there is yet to be built and a malianty stop at how ad or 140 .

Difference Which can be soonest built-250 miles on the

upper route-or 140 miles on the lower route ? But, for the purpose of extending the comparison, let us suppose that the Railroads on both routes can be completed with equal facility-or rather that both are er-make us more one people, give us more unity of Charleston would be made in one third of the time already completed; and then according to the laws action, more tone of character, and more State pride. of probability, see which of them will do the best

Railroads now-a-days are not built by patriotism alone. True, the desire to see a road take a certain than benefit that place. It is supposed, however, there might be a depot at Flat Swamp Shoals, where the surplus of Rowan would be brought, and forwar- termination, to subscribe more liberally than they ded to Fayetteville. This might be the case to some otherwise would do; but self-interest is at the botextent, but it is far more probable the most of the tom the idea that property will be enhanced in value, surplus that would be brought to the depot at Flat and that the stock itself will pay a fair interest, are vent it? By no means. I would have them grant Swamp would also take the south end of the Road, not only for the reasons before assigned, but likewise hence sagacious men always examine the prospects hence sagacious men always exam Swamp would also take the south end of the Road, the real motives that induce men to subscribe; and

of Fayetteville and Wilmington, and somewhat I lst. From carrying passengers. 2d. From the transof Fayetteville and Wilmington, and somewhat interesting too. As soon as the Railroad from Columbia to Charlette shall be finished, the greater portion of the merchandize, &c., that now comes up the Cape Fear, for the valley of the Yadkin, will the Cape Fear, for the valley of the Yadkin, will that is derived from both to sustain the road, and pay take another direction—will be shipped to Charleston. There are but few roads in the United States of the Lipited. instead of Wilmington, and come up the Railroad to Charlotte; and the exports will take the same direction. States that could be kept up and derive profits from The writer of the communications in the Stand-

make any one overlook these obvious objections. I should be glad to see Fayetteville grow in population and wealth, and daily increase in commercial prospective properties of the part of the perity, but the proposed route will not soon contribute match to as desirable; and content to the community, and would be compared to the one mines when reaching the limited means of the community, and would be of great benefit to Fayetteville, yet it is not the Railroad. By taking this route, rout the west have been contemplating, and would not answer as a "substitute." The western course in reaching the state of the Railroad to Portsmouth in the low is assengers may keep on the proposal that will greate an income adaptate to the peritor of the Railroad to Portsmouth in the low is now apport, when one shall it. If there be any of the payed the proposal that will receive an income adaptate to its own support, when one shall it. If there be any of the payed that will receive an and some of the proposal that will receive an and some Steamboat line, and reach Baltimore as soon as the passengers who went by Richmond—or if the passengers have business in Petersburg, they can continue on to that place, and then either continue on by Richmond, or take the Bay line. At the present

If they wish to go to Petersburg, the lower line takes them direct there—the upper does not. If they wish to go to Portsmouth or Norfolk, the lower line takes them direct there-the upper does not. If they wish to go to Baltimore or farther North, the lower

takes them on—the upper does no more.

How would it be with travellers going South? The upper line would have only those who might be in Washington City, Richmond, and places West of that line, while Petersburg, Norfolk, and Richmond too, would give custom to the lower line. Thus we see the chances in favor of the lower line are at least three to one, as regards "through passengers." In addition to this, all the passengers going into any part of North Carolina, would take the lower line. So much for travel.

TRANSPORTATION OF PRODUCE. Every citizen of North Carolina who has any patriotism or State pride, must regret that the Internal Improvements of our State cannot be made in direct lines from the interior to the seaboard. I wish it was so that every surplus bale of cotton, every surplus bushel of wheat, corn, &c., could be concentrated at markets on our own seaboard, that our own people might reap the profits ordered otherwise, and the western counties have to seek markets out of the State, we ought to construct our improvements so as to benefit the greatest pessi bury to Richmond by Danville, or one running accommodate fewer people, but it would terminate at and Elections. Richmond-an interior market-while the lower route would accommodate a larger number of people, and open to them the markets, not only of Richmond, but first reading. ed on the lower route, he could take it to Richmond, or; which lies over. or he could stop at Petersburg, or he could turn down munication with the Eastern part of our State. It connects with the Roanoke at a point from which steamboats descend to every part of the Albemarie region. It cuts the Wilmington Road which opens that part of the East to the West; it unites with the Raleigh and Gaston Road, which opens the seat of Government, and the middle of the State to the West. This view of the subject is one of so much importance that I must enlarge on it, even at the hazard of

repetition. It has always been used as a reproach to North Carolina that her people are deficient in State pride, and her character undertone. Why is this so? In my opinion it is owing to physical, not moral or intellectual causes. I have already briefly alluded to these physical causes. They separate the Eastern from the Western division of the State, and prevent that intercourse which ought to exist between different parts of the same community. We do not intercommunicate or trade enough with each otherwe do not harmonize and act together-the Eastern people are remote from the West-we of the West are ignorant of our Eastern brethren-we are estranged from each other-bence the want of that community of feeling, and concert of action, which gives

tone of character, and begets State pride. How is all this to be removed? Why, if physical obstructions of the most formidable kind did not interpose, the true way would be a well devised system of Internal Improvements, extending from the Western counties to the seaboard, thus bringing us all together; but we have seen the impracticability of this-all attempts of this character heretofore, have failed. And now, if we cannot improve our State in the manner we wish, we must come as near to it as we can, having a just regard to other important

It we cannot go East, let us go North East. North East route will go around the hills and mountains of the Slate range, and by intersecting with the Raleigh and Gaston Road, open a communication with Raleigh; this will soon be extended to Favetteville, and thus bring that important place in connection with the West. By passing along the Raleigh and Gaston Road, we come to where the Portsmouth Road will branch off; taking this we soon come to the Wilmington Road, which brings us in connection with that seaport town, and the Cape Fear region. At the Roanoke we meet steamboats that run to Edenton, and we are at once brought in connection with all the Albemarle counties; thus the Eastern and Western parts of our State are brought nearer together than ever before. There will not only be an easier way of personal intercourse between our citizens, but trade will spring up between them. The West has some things that will find a market in the East, and the East some things that will meet with ready sale in the West. This will draw as togethadopt the Danville one, then the separation we complain of is made complete; the face of the West will be turned in another direction, and the East and West

nication with the Danville and Richmond Railroad; would you have the Legislature to interpose and prebecause a great portion of the Rowan and Davie surplus is consumed in South Carolina. With more safet over the fence.

One word in should be built. It ought not to be arrested in order to enhance the importance and necessity of the Dan-ville route; nor ought the charter for the Danville vitely to several gentlemen. I have not sought that

Cape Fear interests desire it, let them get up a seperate scheme for this purpose, and no one will more ardently wish them success than myself. But such a scheme will never answer as a substitute for a longitudinal Railroad through that range of the west lying above the Slate region.

In 1837 or 1838, the Legislature gave a charter, line takes them there, while the upper can do no more.

As regards the Counties of the extreme s not to be expected that much of their trade can ever be attracted to the Railroad. Nature has placed their markets in South Carolina and Georgia; but this should not render them less the object of State 1, of Newbern; A bill to allow Daniel Skeen, a free ferred to committee on Education. care. Their remote and isolated situation-the difficulties that nature has thrown around them-all loudly call on the Legislature to help them to improve their condition. They want roads to shorten their distance to markets, and to open-a freer and easier communication with the rest of the world. The State ought to aid all the Mountain region in their works of improvement, by granting them liberal

charters for Turnpike roads, and by taking shares in all their roads. Every dollar of the Cherokee land money ought to be applied in this way. After a while, the stock will pay good interest; but if it never pays, it will be a benefit to a portion of our people, who are entitled to this assistance from the State. Excuse this long letter, and believe me to be yours, with great esteem. November 27th, 1848.

LEGISLATIVE PROCEEDINGS.

Monday, Dec. 18, 1848. is, where shall we go from Charlotte? There appear to be several routes proposed, from which the selection must be made, if the enterprize goes on. The lions, made a report. which with the bill, lies over East until it intersects the Raleigh and Gaston Rail- The Chair laid before the Senate a deposition from raod? It is only necessary to look at the map to de- the County of Orange, in relation to the contested cide this question. The upper route would not only election. Referred to the committee on Privileges

> The Engrossed bill to incorporate the trustees of Forestville Female Academy in Wake, passed its

of Petersburg and Norfolk; besides places in our Mr. Gilmer, from the committee to whom so much own State. For instance-a man starting on the of the Governor's Message as relates in a Day of upper route with a cargo of flour, would have to take Thanksgiving was referred, reported a resolution in it to Richmond, and no where else; while if he start- accordance with the recommendation of the Govern-

The following bills passed their second reading to Norfolk. In the first case you would have but To incorporate Lumberton Academy. To repeal ar one market-in the next you would have a choice of act concerning the Wardens of the Poor of the Counmarkets. Not only so-the lower route opens a com- ty of Lincoln. To lay off a road from Newton to Morganton. Resolution in favor of Abram Harshaw. A bill to incorporate Blount's Creek Manufacturing company in Fayetteville.

The following bills and resolutions passed their third reading: To authorize the County Court of Mecklenburg to pay over certain funds to the County Trustee of Union; with an amendment. To incorporate the Summerfield Guards. To condemn part of Hayne Street in the Town of Monroe, for the purpose of building a Jail thereon. To incorporate the Bertie Guards. Concerning Registers and Clerks and Masters in Equity. Resolution in relation to the State's claim against the General Government. To suppress Vice; provides that all Ten Pin or other Bowling alleys for public use and profit shall be licensed on payment of \$50. The bill was amended so as to read, a bill to increase the revenue of the

Messrs. Patterson and Walker asked to be excused from serving on the committee on Swamp Lands, which was granted, and Messrs, Halsey and Thompson, of Bertie, appointed in their room. Mr. Rowland called up a bill to clear out and im

prove Lumber river, in Richmond and Robeson, which was amended on his motion, and, after debate rejected; Ayes 18, Nays 28.

Mr. Wm. B. Shepard rose to a privileged question and, having obtained leave of the Senate spoke as An incident occurred in this Hall, Mr. Speaker

on Saturday last, which has been seized upon to give currency and probabillity to rumors and insinuations which are unjust and distasteful to me. I allude to the election for Judge of the Superior Court. It will be remembered by the Senate, that I did not vote in that election-the reason was that I had paired off with a gentleman in the other House. On Friday last, gentleman came to my seat, and said that a friend of Mr. Ellis was sick, and it was thought dangerous for him to come out, but that he was determined to do so, unless some friend of Judge Battle would pair off with him; he requested me to do so. As it was an act of courtesy done in the Senate, I consented without hesitation. On Saturday, I was reminded of my promise, and I went into the Library to procure a book, where I was during the election. As this pairing off is a constant practice, I never supposed for a moment, it would be considered of any importance, particularly as it did not affect the resul of the election. I intended to vote for Judge Battle. I have a great respect for him as a gentleman and a lawyer, and no man regrets more than I do, the position he has been placed in, during these elections. A gentleman near me paired off some days ago, with a political opponent, and went home; yet no one complained of it-it was regarded as a matter of course. It has, I understand, been asserted that I did not vote on Saturday last in the election of Judge, with a view But suppose we reject this North East route, and their votes for Senator, and Madam Rumor, with her thousand tongues, is publishing as a fact this unjust and ungenerous suspicion. For all this, I have sir, the greatest contempt, and I now merely allude to it that high-minded and honorable men, may be disabused of any erroneous impressions. It is very extraordinary, sir, that in this City, which for the last have excited so much holy horror. It is an illustra-

willing to vote for any Eastern or Western man, but that I was unwilling to vote for Mr. Badger; this adhave been forced into the position which I now oc-cupy, solely because I would not surrender my right as the representative of a free and independent com-

Mr. Rogers moved that the Senate adjourn.

Mr. Lillington called for the ayes and noes, which esulted as follows:-Ayes 24; Noes 25. On motion of Mr. Halsey, the Senate adjourned.
HOUSE OF COMMONS.

Received from the Senate two pension certificates of Theophilus Gardner and William Sasser. of Theophilus Gardner and William Sasser.

Also the following engrossed bills which were read, and acted on appropriately: A bill to emanciby, in Cleaveland county; which passed its first reading. Mr. Smith, a bill to confer upon Courts certain ing. Mr. Smith, a bill to confer upon Courts certain re-assessment of lands in this State; A bill to amend the act incorporating the Atlantic Fire Company No.

man of color, to emancipate his wife and daughter under certain conditions; and a bill to emancipate Lewis Williams, a slave-Mr. T. Williams presented a memorial from Mary Henry and others of Wilmington, with a bill to eman-

cipate her slave Washington. 1 - 1 his street and 11/1 Mr. Miller a bill to incorporate the town of Lenois in the County of Caldwell.

Mr. J. H. White, a memorial from officers of the

71st Regiment of militia, which was referred to the committee on Military Affairs. The Speaker laid before the House a communica-

tion from the Attorney General, which was sent to the Senate with a proposition to print. Mr. Shuford, two memorials in reference to Eph-

raim Sutz and wife Catherine. Mr. Erwin, a petition from citizens of Burke county, with a bill to give A. H. Erwin a right to establish Mr. Wilkins, a petition from the citizens of Polk

county, with a bill locating the county seat of Polk, which was referred to a select committee of seven. Mr. Logan, five petitions from citizens of Polk, concerning the same matter, which were referred to the same committee. Mr. Hayman, a resolution refering so much of the

Governor's message as relates to Swamp lands to ing the County Courts of Macon County. On mothe committee on Swamp lands. Mr. Brogden, a memorial accompanied by a bill,

authorizing Hillory Coor alias Croom, a free man of color, to emancipate his children. Mr. J. Taylor, a bill to amend the 19th section of the table. the 35th chapter of the Revised Statutes.

Mr. C. Jones, a bill to emancipate Davy Moore, a Mr. Mebane from the committee on Finance, re-Alleys; which report was concurred in.

Mr. Barringer, from the committee on the Judiciary, in favor of the bill regulating traffic with slaves, with amendments, which were adopted, and the bill passed its second reading. Also, in favor of the passage of the bill relating to Sheriffs, with amendments, which were adopted, and the bill passed. --

Mr. Nichols, from the committee on Claims, reported favorably to the passage of the resolution in avor of Fendell Griffin, which passed its second and third reading. Also, in favor of the resolution for the relief of Young Patterson, Clerk of the County Court of Franlin. Also, favorably to the passage of the resolution in favor of W. O. Dickerson, former Sheriff of Rutherford county; which passed its second and third reading.

Mr. Courts, from the committee on Propositions and Grievances, in favor of the bill regulating the Brunswick and Columbus. standard of weights and measures, which passed a Also the bill amending the act levying a tax on

depositories of foreign made riding vehicles, with a substitute, the passage of which the committee recommended. This bill imposes a tax of \$100 upon the venders of

foreign made vehicles in each county, in which such definite postponement, which motion was afterwards venders sell vehicles—the tax to be collected by the withdrawn. Sheriff.

Mr. Stevenson opposed the bill, and said it threw the whole business into the hands of the large capitalists, and persons of small capital could not carry on the business. He opposed the bill generally. Messrs. Stanly, Blow, and Courts, made a few re-

adopted by a vote of 95 to 10. Mr. Courts from the same committee, asked to be lischarged from the further consideration of a memorial from citizens of Sampson county, in reference to compensation to magistrates.

Mr. Rayner from the committee on Internal Improvements, made a favorable report on the bill to incorporate the Ora Creek Turnpike Company, with amendments; which were adopted, when the bill passed its second reading. Also, favorably to the bill to improve the Cape Fear and Deep Rivers, above Fayetteville. This bill is an act of incorporation of inform Hon. John W. Ellis of his election as a Judge a company of private citizens, who propose to im- of the Superior Court, and request his acceptance of prove the rivers mentioned. No assistance is asked the same. from the State. The bill passed its second reading. The special order was then taken up, being the oill to increase the Revenue of the State!

the amendments proposed to the bilh wealth to the State and to the inhabitants. This State

During Mr. C's remarks he was interrupted by licitor General, he thought, was not a case in point. month has bubbled like a seething cauldron with nothing but electioneering, so harmless an act should Senate proposition of the like a seething cauldron with Mr. Stanly, in order to allow a message from the His office did not commence until 12 months after Senate proposing to go into an election for United his election. Mr. S. then went back to the years States Senator forthwith, to be acted upon. Mr. S. 1808 and 1816 for precedents in support of his course. stated that several members were absent, and he Before he had concluded his remarks, the Speaker moved that the message be laid on the table, which anounced that the hour had arrived when the special was agreed to almost unanimously. After Mr. Caldwell had concluded his remarks, The bill to increase the revenue of the State, be-Mr. Stanly rose and said, he had just been informed ing the unfinished business of yesterday, was first of the death of the lady of one of the distinguished in order, which on motion was laid on the table.

Glover, and others, in reference to the navigation of up, so as to allow reflection, and that the excited feelings of gentlemen on the other side might have situated. Referred to the committee on the Judiciary.

ment; which motion prevailed.

Mr. Rogers presented a Preamble and resolution requesting information of the Governor in relation to the interest of the State in, and its habilities, for Railroad Companies, &c. The question on their adoption was taken by year and nays, and decided in the affirmative—yeas 25; nays 19.

Mr. Miller introduced a bill to authorise the erec-

mittee on the Judiciary. Mr. Shepard, a bill to incorporate the Trustees of Perquimans Academy; re-Also a bill to extend the duration of a charter to build a bridge over Pasquotank river; referred to committee on Internal Improvements.

Mr. Bower moved the reconsideration of the vote by which the bill to clear out and improve Lumber river was rejected, which obtained; and, on motion of Mr. Rowland, the bill was re-committed to the committee on Internal Improvements.

Mr. Thomas, of Davidson, moved that a message be sent to the House proposing to vote immediately for United States Senator. Mr. Rogers moved to amend the motion by substi-

tuting to-morrow at 12 o'clock. Mr. Thomas, of Haywood, moved an adjournment, which did not prevail. The question was then taken on the amendment,

by Ayes and Noes as follows: Yeas 24; Nays 23. The motion, as amended, was then adopted. The Chair announced a message from the House of Commons, transmitting the report of the Attorney General upon the claim of the devisees of Cathcart, with a proposition to print. Concurred in. The Senate then adjourned.

HOUSE OF COMMONS. Mr. Dancy, from the committee on Private Bills,

favorable report on the bill to alter the tim tion the County of Catawba was included within the provisions of the Bill. It then passed its second reading. Also in favor of the bill regulating fishing on Roanoke and Cashie Rivers, which was laid on

Mr. Hicks from a select committee, reported against any legislative action in reference to the Irish potatoe, it having been ascertained by the committee that the potatoe was affected by the rot in other countries ported unfavorably the bill imposing a tax on Tenpin as much as in this. On motion of Mr. Brogden, laid on the table.

> Mr. McMullen, a favorable report on the bill to charter the Milton Savings Bank. Also made a statement explanatory of the objects of the bill. Messr. Mebane and Satterthwaite also made a few remarks, when the bill was laid on the table for the Mr. Rayner reported a bill to repair the Governor's

> esidence, and improve the lot on which it is aituated, and appropriating \$1000 for the purchase of Mr. Ballard, a memorial from citizens of Gates in reference to fishing in Albemarle Sound, which was

> referred to the committee on that subject. Mr. Williamson a resolution instructing the committee on Swamps Lands, to inquire into the expediency of draining the swamp lands in the counties of

Mr. Ferebee, a bill authorizing Wm. B. Abbot to cut a canal. Mr. Newsom, a bill to incorporate the North Caro-

lina Blues, in the county of Wake. On motion of Mr. Coffield, the bill regulating fishing in Roanoake river was taken up.

Mr. Biggs made a few remarks, and moved its in-

Mr. T. Person, made a few remarks in opposition to the motion, and in favor of the bill. He explained

that the object of the bill was mostly to impose an additional lay-day on fishing in the Roanoke. Now, no fish could get up as high as his county. He desired that the additional lay-day should be immarks in favor of the substitute, which was then posed, so as enable the poor people of his county to share what was now monopolized by the large fishe-

ries at the mouth of the river. Mr. Paine also made a number of remarks, when on motion, the bill was laid on the table. Mr. Coleman, a bill to amend the act to lay off a road from Asheville to Burnsville, which was referred to the committee on Private Bills.

Mr. Dickson, a resolution instructing the Indiciary Committee to inquire into the expediency of amending the law regulating patrols. Mr. Stanly a resolution instructing the Speaker to

Mr. Courts rose and said that the course of the gentleman from Beaufort was unusual. It was customary when gentlemen were elected to any office, Mr. Mebane made an explanation in reference to who held seats on that floor, to allow them to serve out the session, and discharge their duty to their con-Mr. D. F. Caldwell expressed his views on the stituents. He might refer to the gentleman himself. subject of taxation at some length. He said there who two years ago had been elected Attorney Genewas a necessity now for an increased taxation. The ral of the State, and still had retained his seat. He Treasury was bankrupt and no system of Internal would also mention the fact that several gentlemen Improvements could be gone into until it was replenshed. He advocated the propriety of taxing income, of the Senate, who has been elected Solicitor in his and thought it was a more proper object of taxation district, still holds his seat. He knew no instance than lands and polls. No State had so contemptible in which a course had been pursued similar to that a system of taxation as North Carolina. Here proposed by the gentleman from Beaufort in this case. land, freeman, labor is taxed. He thought every it was a novel proceeding and without precedent.

man should pay tax in proportion to the property he Mr. Stanly said he should reply with all due respossessed, in whatever shape it might exist. This is pect to the House and to the gentlemen whom the the system pursued in other States, which have en- resolution affected. He thought he had reasons as gaged largely in Internal Improvements, securing plenty as blackbearies for the course he had entered upon. It was unprecedented for a Judge to have a had been described as the garden spot of the new seat on that floor. He belonged to the people of the world, and yet she was behind all the other States State, who were now his constituents, rather than the people of his own county. The case of the So-

members [Mr. Dobbin] of this House, and in token The bill to incorporate a State Lunatic Asylum of respect to that gentleman, he moved an adjourn- was then in order. A motion was made to lay this bill also on the table in order to allow Mr. Stanly to SENATE.

SENATE.

December 19, 1848.

Mr. Shepard presented the memorial of William body, and he hoped the special order would be taken

A message was received from the Senate propos.